



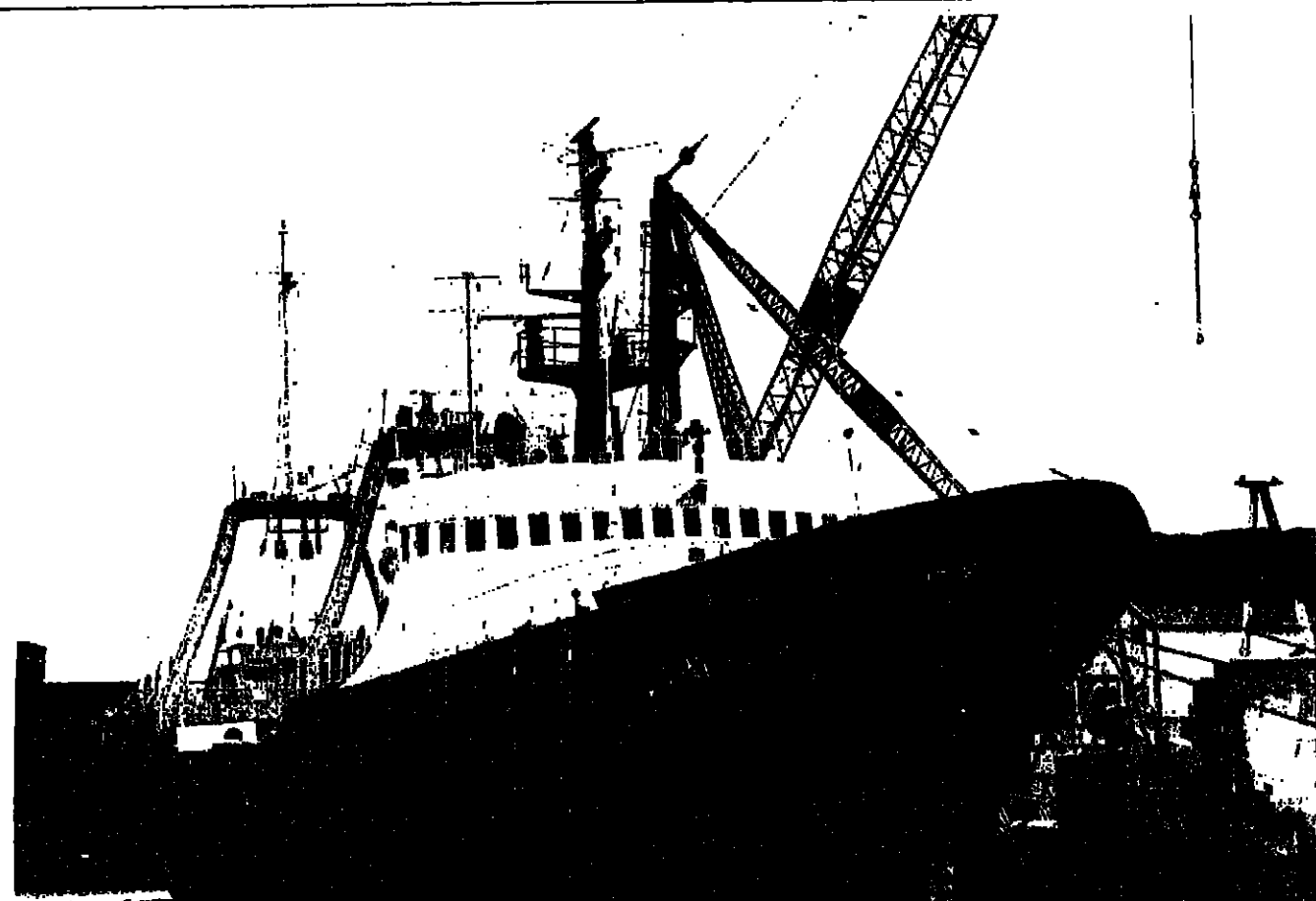
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Research ship G.A. Reay, formerly Arctic Privateer, after her major conversion in London. She cost around £2½ million.

Blue whiting trip for new research trawler

AFTER A wait of two years and at a cost thought to be around £2½ million, Torry Research Station has at last got a modern stern trawler research ship for the test processing of fish at sea.

This ship started life in a Polish shipyard as Boyd Line's Arctic Privateer and went into service as a Hull-based freezer in 1969. Early in 1975 she was bought for Torry, then looking for a commercial stern trawler suitable for conversion. LGD Shiprepairs Ltd., a firm based in London's West India dockyard, won the contract. This month the ship emerged as the G.A. Reay and on April 6 she was commissioned by Minister of State at the MAFF, Edward Bishop. She will undergo further sea trials and will then carry out her first test voyages — on blue whiting in conjunction with the White Fish Authority.

The ship is appropriately named after George Reay, first director of Torry and one of the great pioneers of fish product research. She replaces the now-obsolete side trawler Sir William Hardy, which was lying in the London dock, small, rusted and almost unnoticed at the commissioning.

According to the MAFF, G.A. Reay will work regularly around the British Isles but the industry will be perplexed by the statement that this expensive long-range research tool "will be concerned with evaluating fish resources in near waters". The long time taken over the

conversion, which probably exceeds that taken over her building, is attributed partly to the need to ensure that the ship met the highest safety requirements of the Department of Trade. According to Mr. J. M. S. Elkins, managing director of the London Graving Dock group, the hull was in sound condition although considerable work had to be done on the ship's wiring and on adjustments to her factory deck and accommodation.

Stripped to bare steel decks, accommodation areas were completely rebuilt and were increased by enclosing the deck area immediately forward of the bridge superstructure. In addition to comfortable quarters for a crew of 23, the ship has cabins and laboratory space for six research workers.

Another aspect of the conversion is the adaption of the original factory deck for whole fish freezing into a flexible working area which can be used for a variety of fish

and methods. The area is presently almost bare of machinery but this can be installed and taken out as required.

The freezing section is on the deck below and has been reduced in size to suit the ship's experimental role. New refrigeration plant has been supplied and installed by Hall Thermotank International, and the ship also has a small Jackstone Proster horizontal plate and four seven-station vertical plate freezers.

Trawl deck and equipment are basically similar to what was in use during the ship's years as a commercial trawler. And she retains her Mirreles 2500hp main engine, which gives her a speed of 14½ knots.

G.A. Reay is a ship of 928 gross tons. She has an overall length of 227ft., a registered length of 214ft., a breadth of 39ft. and a draft of 16ft.

As consultant to both the MAFF and LGD Ship Repair, the WFA's Industrial

Development Unit played a considerable part in the conversion of the vessel. It did all the design work, prepared the conversion drawings and stability data, and provided a technical backup service throughout the period of the conversion.

EASTER MARKETS

From page one

son's Vicaria (Skipper Carl Jorgensen) made £71 average for a square of North Sea cod on the end of 'Show Day' on a rising market. Unfortunately after a 14-day trip she landed only 48 kits, but nonetheless made £3,062.

The plunge at Hull was the worst since the war years. Last year landings were bad enough at 16,291 kits, but the 9,116 kits this Easter proved a real shocker.

Of the total turnout last week, seven distant trawlers — three fewer than a year ago — provided 8,968 kits. Three seiners supplemented this total with 248 kits.

There were also daily overland arrivals from inshore ports, but the general dockside scene lacked its old-time action. At Easter of 1937 the port's fish landings reached a phenomenal 42,038 kits in a single day. This happened on the Wednesday when the 1½ mile long and 60ft. wide Hull market at St. Andrew's Dock, the former base of the local fleet, was packed from end to end.

On Wednesday last week, however, there was only one fishing vessel discharging and it was the first time in living memory that this has happened in peace-time.

The arrival, Newington's storn fisher C.S. Forester had been on a 21-day trip to the Norwegian coast under Skipper Dick Taylor. She topped the week's receipts by making £82,816 for 1,987 kits. The vessel averaged £40.20 per 10st. kit heads on for her codstuffs and £38.11 per kit for 983 kits of haddock. This haddock turnout was Hull's biggest of the week.

Just behind was Boyd Line's Arctic Corsair (Skipper C. Pitts), one of two vessels landing from the Norwegian coast for the Monday market. She had been out 24 days and was the only ship returning during the week with a catch in excess of 2,000 kits.

For 2,073 kits, including 677 of haddock, Arctic Corsair made £81,393.

One of the smallest Easter week supplies on record at Fleetwood was partly due to there being only one landing by a distant-water trawler,

This was made by the commanded by Skipper Dingle.

Jacinta world's Greenland before with 1,220 kits, landed of cod and 400 of haddock sold for £35,182.

On the same day Belgian Surveyor's jackpot with a catch of 306 kits. The total including cod and haddock was £27,048.

Craigmillar Skipper Jackson, made his grossing since she was Fleetwood several years. The pocket trawler landed 170 kits, including 120 of cod, which were £25,626.

There was also a record for a vessel in class when Boyline's skipper-owned by John Brackbury, from a trip to the grounds. The vessel grossed 306 kits, including good quality cod, which were £21,282.

It was a week of record prices with cod to more than £25 a kit made up to £170 a kit were in very short supply.

FLEETWOOD HAMMERS GUNDELACH

FLEETWOOD Fish Merchants' Association has reacted strongly to the reported surprise of Finn Olaf Gundelach over British hostility to EEC quota proposals regarding the west coast fisheries.

A message sent to Brussels by the association read: "Your surprise, sir, pales into insignificance compared with that felt by all the members of this association when made fully aware of the totally inadequate share of the fish to be caught by our vessels in our own waters."

"It is becoming absolutely clear that despite all the overtures to the community by the Fleetwood Fishing Vessel Owners' Association, the inshoremen's association, Wyre Council and our local MP, that nothing seems to convey to you the utterly desperate plight that Fleetwood would be placed in should these quotas see the light of day."

"The association saw no basis for discussion until an inner 50-mile zone was established around Britain's coast. Unless such a zone is established the whole future of Fleetwood as a fishing port was in grave danger."

Later the message added: "With the utmost respect Mr. Gundelach, we are completely disillusioned by the failure of the EEC to appreciate the intense feelings that have been generated within our industry since the recent cod wars. We have become weary of politicians with little up-

parent knowledge of problems representing interests in a community different to them.

"With this in mind it is our opinion that the fishing industry has little or nothing to gain from membership of a community and that country would be better advised to fight its own case as it has done for generations past."

"They suggest to Gundelach that he go Fleetwood without delay."

Eel men waiting

A BID TO set up an organisation to represent eel fishermen in Anglia moved a further last week when a meeting of the eel committee.

This followed a general meeting of fishermen from the in Norwich a month ago.

Mr. Peter Hills of the staff said a further meeting would be held on the 15th to form an organisation to represent eel fishermen in the East Angles.

The aim of the organisation is to bring together eel fishermen in an area extending from Thames to Lincolnshire to the Fens.

Giant purser due in

BRITAIN'S latest and biggest purser was due to arrive in Scotland this weekend. At 148ft., this ex-Swedish vessel dwarfs everything over here on the purse seining scene.

Her new owner, Skipper Jim Slater of Roseheart, was due to bring the vessel into Aberdeen for customs clearance this week. Later the vessel will move up to Fraserburgh. This is a big step-up in size for Jim Slater, who now has Aquila and Aquarius up for sale. The 80ft. Aquarius is fitted with a 850 hp engine.

Full details and pictures in Fishing News soon.

IN A RUSH

DEVON Sea Fisheries Committee wants to appoint a special liaison committee with Cornwall and the Isles of Scilly Fisheries Committees to discuss urgent matters raised by the EEC.

The committee was told that motions being brought up in Brussels could affect Westcountry fishing, but no time is being given for committees to discuss them.

Vivara — disastrous blue ling trip to the Westerlies after winch problems. She had to be recalled.

fishing news

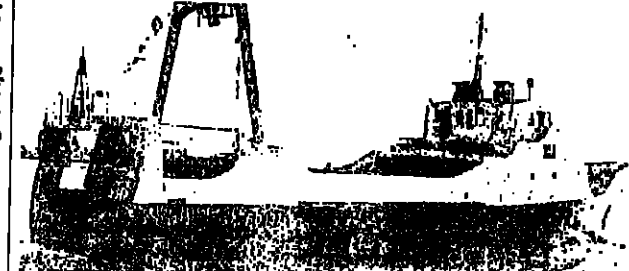
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BLUE LING SETS A RECORDS DOUBLE



Above: Boston Blenheim, the Fleetwood stern trawler which hit big blue ling fishing off Scotland.

THE Fleetwood stern trawler Boston Blenheim landed a huge catch of blue ling last week on a market-testing trip and smashed two records.

She brought home 16,750 stone of blue ling from the Scottish grounds in her 17,810 stone catch and grossed £95,783. However, another blue ling trip by Grimsby's BUT-owned Vivara ended in a 53-kit disaster.

The catch by the Boston Deep Sea Fisheries ship is the biggest blue ling total ever landed by a British ship and her grossing is a record for a home water trip at Fleetwood. It beats her own £29,032 record which she established at the beginning of this month.

The big blue ling catch was taken off Scotland in a trip of only 15 days under the command of Skipper Bob Rawcliffe.

Dennis Bond, the firm's

general manager at Fleetwood, said: "As the trip progressed, we found there was interest in the trade so we carried on fishing for blue ling."

"It has been a successful experiment, and there was a good demand for the fish. There was a pre-sale of over 400 ten-stone boxes."

"Blue ling has been imported from France through Hull and that does not make sense. Apart from helping out the industry, it must help the balance of payments if we catch it ourselves."

Skipper Rawcliffe commented: "Fish like blue ling will have to figure more strongly on the markets in future."

"The way things have gone, it could be that the housewife will have to eat what we are able to catch."

Luckily, in blue ling they have a very acceptable variety. It looks good on the plate having a lovely white meat."

Experimental blue ling trips in the Westerlies grounds off Scotland by Grimsby trawlers seeking new work as distant water quotas will

Continued page two

Strike call by inshoremen

INSHORE fishermen meeting at Whitby last Friday decided to defer a threatened strike in protest over the government's attitude towards the UK fishing industry.

The meeting was convened by men from the Fleetwood /

Whitehaven region, on the west coast, and from Berwick to Bridlington on the east coast, who represent 500 vessels.

A spokesman said there had been a call from the Fleetwood contingent for a 14-day stoppage. This could drastically affect overland fish to the major ports.

The meeting was held under the joint chairmanship of George Crawford, Tom Mainprize and Jim Lendley. The object was to discuss the formation of a national federation to represent the joint interests of all fishermen.

It was unanimously agreed that some improved national representation is urgently

needed organised and funded by fishermen.

A unanimous decision was taken to hold an inaugural meeting of the National Federation on Saturday, April 30, at Whitby.

Representatives of all fishermen's organisations with a mandate to join are invited to attend.

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Plymouth fish firm take over

A NEW fish business is being developed in Plymouth. The former firm of J. Arrow of Coxside, Plymouth, has been taken over by Tamar Fish Processors Ltd.

The company already has a small factory on the Barbican and the aim is to build up a business on the Coxside premises to process catches. There are hopes that, when the business is better established, it will expand to deal with most popular forms of fish processing.

BLUE LING

From page one

Norway trickle away seem dogged by misfortune. Last month the Boston Group's *Phantom* drew a blank and his manning troubles into the bargain. Now the most recent attempt by BUT's *Vivaria* (Skipper Roy Kurz) ended unhappily last week with a ten-day broken trip of only 53 kits which grossed £1,551.

The 189 ft. *Vivaria*—second highest earner at Grimsby last year—had her attempt thwarted by persistent winch troubles and, eventually, owners BUT were forced to recall her.

Fine as boat fishes on? Skipper defies DoT ban

BRIXHAM fisherman, Stan French, has carried out his threat to put to sea in defiance of the Department of Trade ruling that his trawler is unworthy because she does not meet DoT stability regulations.

Skipper French, who lives at Sidmouth, had tied up his trawler *Our Adriatic* in Brixham harbour for nine weeks because of the ruling.

But on Monday, as he put out for the fishing grounds on a 36-hour trip that could cost him a £400 fine, he said: "I am going to sea because I cannot afford not to."

"If I am caught, I won't be able to pay the fine because I have too many other bills to settle. I feel this is the only way to stir things up and get the regulations out into the open."

Skipper French is putting to the test his contention that the government regulations,

Fishing Vessels Safety Provisions 1975, are really aimed at large trawlers which go to sea for weeks and not smaller ones like his, which are only at sea for a matter of hours.

He claims that the new stability regulations have brought him to the verge of bankruptcy and warns that other fishermen in the south-west could face the same situation.

He calculates he has lost £1,000 in the two months since the ban was imposed. He claims that *Our Adriatic*, which he has owned since 1972, is stable and safe.

An officer of the DoT said Skipper French's action has laid him open to prosecution and that, if legal action is taken, it would be the first prosecution in the country in this section of the Act.

Last week the 34-year-old trawler put to sea on a rescue mission.

The boat was the only one available in Brixham harbour when *Sydo* (Skipper David Ould) broke down six miles off the coast in Force 5-6 winds. *Our Adriatic* towed *Sydo* safely home.

Devon Sea Fisheries Committee held a special meeting with the Fisheries Organiza-

tion Society, and local fishermen's organisations, early this month to discuss their concern at the way in which the Fishing Vessels Safety Provisions 1975 were implemented in the district.

It was unanimously agreed at the meeting that a telegram should be sent to the Rt. Hon. Stanley Clinton Davis, MP, Under-Secretary of State for Aviation, Shipping and Companies.

It read: "As a result of implications which could not have been foreseen, this committee demands an immediate suspension of the Fishing Vessels Safety Provisions 1975, and calls for a special Committee of Inquiry to be set up to review their content and impact on the existing inshore fishing fleet. Full inshore representation at this committee shall be afforded."

The committee has also called on south western Members of Parliament to support the fishermen's case.

College course for the patrol men...

THE Department of Nautical Studies at the Grimsby College of Technology has been chosen to run a series of courses for Royal Navy officers training for fisheries patrol duties.

The courses will cater for 12 Lieutenants / Lieutenant Commanders on a residential basis lasting one week. The officers will be based in depth on all aspects of fisheries patrol duties and the curriculum will be intensely practical.

London

Before moving down to Grimsby college, the officers will spend one week in London being briefed on fisheries administration which, it is hoped, will combine both British and Common Market angles.

In addition, the officers will have the benefit of meeting members of the active Grimsby Trawler Officers' Guild and exchanging views and ideas on the role of fisheries protection with many of the most experienced skippers in the UK fishing industry.

In the past, this sort of liaison has helped sort out misunderstandings which crop up and it will form a most vital part of the course. This is the first time Grimsby college has been chosen to instruct RN personnel in fisheries protection, although it has run a similar type of course for civilian visitors.

The first course starts at the end of the month. The have been arranged in conjunction with Ministry of Agriculture, Fisheries & Food.

New cobbles

LATEST additions to the shore fleet at Redcar are the Whitby-built cobbles *Proctor* (from the Gordon Clark yard for Ken Roper) and *Silver Jubilee* (for Brian Smithson and John Muirhead). Both cobbles arrived last Saturday night. *Silver Jubilee* was built at the yard of J. Lowthar.

FAMILY'S AWARDS

A FATHER and son lobster boat crew have been given awards for a courageous rescue made last year.

The Secretary of State for Trade, Edmund Dell, awarded a piece of plate to Peter Wilson Hood, and to his son Peter Robert Hood; in recognition of the services they rendered when the fishing vessel *Vigilant* was in distress off St Abbs harbour on September 29.

While on passage from Bell Rock towards St Abbs Head, *Vigilant* ran aground on one of a cluster of rocks known as the Ebb Carrs.

At the time visibility was very poor, there was an

onshore wind with very substantial sea and swell which made conditions very dangerous among the many rocks in this area.

The skipper and three of the crew members were in their bunks when she grounded and, although an inflatable liferaft was launched, before they could put on their life-jackets and board it the vessel sank.

The five men had to jump into the water and only one was able to get hold of the liferaft.

Mr. Hood and his son were at St Abbs harbour with their lobster boat *Sterina*.

They noticed through the fog the lights of a fishing

vessel steering past the shore and knew instantly she was heading into danger.

The two men immediately boarded *Sterina* and, using radio with no success, then decided to put to sea.

They arrived five minutes after *Vigilant* had sunk despite the dangers of the rounding rocks. Immediate rescue operations started.

With great difficulty, four swimmers were hoisted aboard, followed by the holding on to the liferaft.

Mr. Hood and his son, members of the Auxiliary Coastguard Service.

LAST TRY TRIP TIES UP SHIP

BOSTON Deep Sea Fisheries at Grimsby has laid up its 698-ton distant water trawler *William Wilberforce* after a 25-day trip to the East Greenland ground, ended on Monday with a loss-making £22,322 grossing for 884 kits.

The East Greenland area has the only distant water grounds not subject to quota restrictions.

The gamble by Boston, concerned at exhausting its 1977 Norwegian quotas, was the last resort to keep *William Wilberforce* fishing.

Skipped by Billy Balls, the trawler was badly hampered by ice and, although landing over 425 kits of codstuffs and 260 of reds, informed sources put her losses at about £15,000.

After the Oslo agreement last year *William Wilberforce* was laid up because of quota restrictions. She got back into fishing late in June 28.

Neil Parkes, deputy chairman of the Boston company, said: "We shall not be able to make a final decision until we can see how things are working out over the next month. We hope *Princess Anne* will be here to do the job."

Spithead ships

THE FREEZER trawler *Princess Anne* (Skipper Peter Craven), or *Lady Parkes* (Skipper Bernard Wharham), will be among several vessels at the Silver Jubilee fleet review at Spithead on June 28.

Neil Parkes, deputy chairman of the Boston company, said: "We shall not be able to make a final decision until we can see how things are working out over the next month. We hope *Princess Anne* will be here to do the job."

'Pair' skippers fly out...

TWO SKIPPERS — Colin Spall of Grimsby and David Tait of Peterhead — were this week scheduled to leave for Fortune Bay, Newfoundland, where they will instruct local fishermen in white fish pair trawling.

Skipper Spall, one-time deep-water skipper, has just completed a very successful year in the Grimsby steel multi-purpose *Mohave*.

For a three-month spell, until last June, *Mohave* and her partner sister-ship *Shannon* held the Grimsby port pair team grossing record through the Tom Sleight (F.S.) Ltd. agency.

Skipper Tait will stay on possibly for almost a year to

continue the instruction. The trips have been arranged through the White Fish Authority.

Skipper Tait has extensive knowledge of pair trawling for herring and his vast experience as a top seiner skipper should also prove invaluable.

It is understood that the skippers of about 20 vessels are interested in pair fishing from Fortune Bay, where conditions are particularly suited to this modern way of working rough ground where there is plenty of fish.



Skipper Colin Spall — off to Fortune Bay, Newfoundland, to teach pair-fishing methods.

Small net-low fine

AN UNDERSIZED net cost a French skipper £3,350 in a Hull court on Monday.

Skipper Pierre Coppyn of the trawler *Guyonmer* was brought in to Hull by HMS *Hardy* and he pleaded guilty to a net offence under the North East Atlantic fisheries conservation agreement.

The trawler was working 90 miles east of the Humber with a net having a mesh measurement of between 42 mm. and 43 mm., when the rules specify 75 mm.

He was fined £250, with £100 costs, and his £3,000 trawl was confiscated.

British laws clashed with French laws on a 20 per cent mackerel allowance with the net. The trawler had a catch of almost all white fish, however.

Guyonmer, the Dunkirk trawler, seen tied up at Hull alongside the frigate HMS *Hardy*.

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Skipper Colin Spall — off to Fortune Bay, Newfoundland, to teach pair-fishing methods.

COMMENT

KRILL WOULD LAND US IN THE SOUP

THERE IS no doubt that the world-wide interest in the shrimp-like creature, krill, is beginning to hot up. What was once regarded as the food of the blue whale is being looked at as a huge sea resource to be developed for human consumption.

A report issued by the British Confederation of Fried Fish Caterers' Associations is now urging Britain to get in on the act. This could be done, says the report, by extending British limits to 200-miles around the small islands we own in the South Atlantic, including the Falklands, Tristan da Cunha and the Ascensions.

Apart from other species, these islands are rich in krill stocks and the report points out that fleets from Russia, Poland and Germany are taking advantage of them.

While it might make good sense to claim ownership of these waters, it would be highly optimistic to view this as a future development area for British trawling.

So far, it is the Russians who have made most of the running in the krill fishery, processing it into a paste and soup product. As a state-owned fleet, the Russians have the advantage over our trawlers in that they do not have to fish at a profit.

With a 6,000-mile voyage facing our trawlers just to get on to the grounds, the odds against showing a financial return are impossible. To envisage basing a fleet on the islands falls to take in the immense social problems that this would present.

It is difficult to imagine British trawlers greeting with any enthusiasm a plan that would mean them spending many months of the year marooned in remote areas of the South Atlantic.

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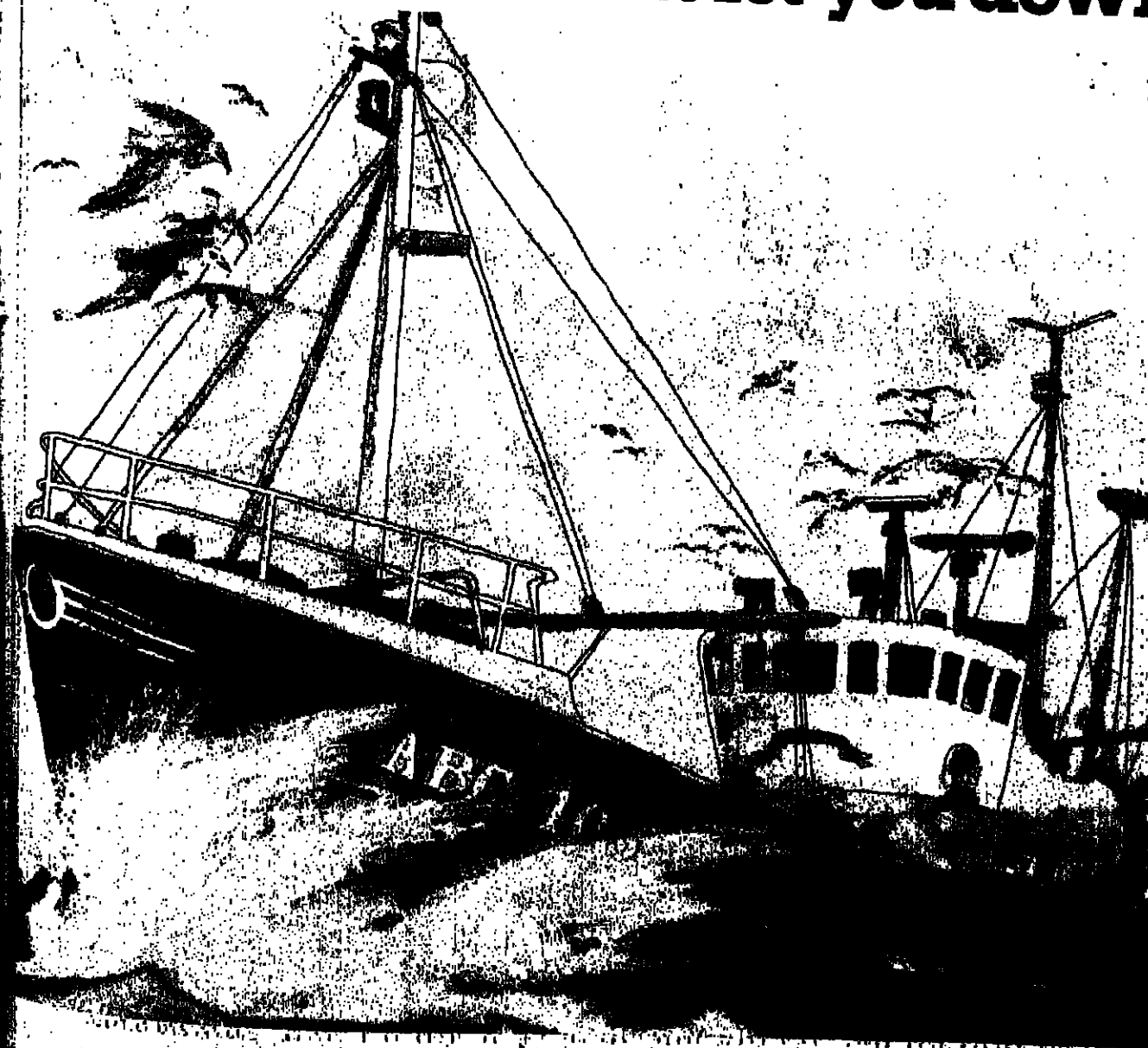
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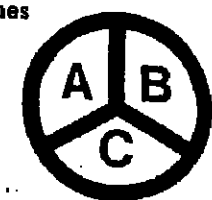
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FN How do you view the development of negotiations within the EEC?

BS I am extremely anxious about the present direction of the talks. Each individual item is bringing its own crises, e.g. third country talks with Russia, Norway and Faroes. What concerns me is that I see no pattern developing for the waters nearest our own shore. I think a basic rethink by our Government is needed, as I am not convinced that they know themselves where they are going at this point in time — in other words they seem to be acting tactically and not strategically.

Having said this, I feel that our Ministers are taking a much better and tougher line than they have done in the past. Within Government, I am much more concerned about the Foreign Office than the Ministry of Agriculture and Fisheries. This is an inevitable problem in as much that Foreign Office interests are much more broad dealing in international affairs of which fishing for them is only one part.

On specific items such as quotas, I am pessimistic at the immediate prospect. I think it is utterly wrong that we should be committing ourselves to details such as this without first knowing

what the new Common Fisheries Policy will be. Looking ahead to 1982, however, I am not unhelpful

of the eventual outcome. I do not see a situation developing whereby any Government — whatever colour — could accept a "Beaches Policy" — we knew this in 1971 and, believe me, the Common Market know this now.

On the credit side of the EEC, I think we can look on the ban on fishing for Norway pout in certain areas of the North Sea as a major breakthrough. We have been trying without success at NEAFC for many years now to get agreement on this and I would give full credit to our own Government and the EEC for this extremely important conservation measure. We have also seen in recent weeks in Shetland that third countries like Spain and Russia are being properly dealt with.

As far as the present Irish approach to the EEC, I can sympathise with their action although I do not agree entirely that we should do the same at this point in time. There is a completely different industry from ours in as much that their main interests are within 50-miles of their coastline as opposed to our investment in vessels fishing in third country waters.

By totally excluding foreign vessels we would not only have to import more fish from foreign countries, but our existing fleet would be faced with an immediate crisis which could result in the loss of many jobs ashore and afloat.

FN There has been considerable confusion between 50, 100 and 200-mile limits — do you think that the industry should stick to fighting for a 50-mile exclusive limit on the basis of keeping all other nations outside that limit, or alternatively, exclusive management control allowing reciprocal arrangements to be made as well as the total control of stocks within that limit?

BS I think the industry is right in going for a specific figure such as 50-miles. Such a concept sticks in the minds of politicians and public alike. In a general campaign it would be almost impossible to put across the idea of various bands to the public, who are in the main unaware of the technicalities involved.

On the definition of the word "exclusive", we must accept that this means ex-

ALICK BUCHANAN-SMITH, Member of Parliament for North Angus and Mearns, is regarded by many Scottish fishermen as one of the best informed and articulate political spokesmen on fishing affairs. They were disappointed when he was forced to resign from his position as Shadow Secretary of State for Scotland over the devolution issue. In the last Conservative administration he was Under Secretary of State for Scotland, with responsibility for fishing and, during the EEC negotiations, spoke on behalf of the inshore industries' special situation. It is difficult to imagine any future Conservative Cabinet not having his services, so *Fishing News* interviewed him to hear his views on the industry's future.



FN Although the present Devolution Bill remains in a shambles, it is generally accepted north of the border that some form of devolution will take place within the next two years. Under the present proposals fishing is excluded from a Scottish Assembly. Do you feel that an industry as important to the Scottish economy as fishing can be excluded from a Scottish Assembly?

BS I have come to the conclusion that if devolution is to mean anything it must include major areas of responsibility and therefore an industry such as fishing would have to be devolved. I would envisage a strong Assembly having control over the facilities, the structure of the fleet including grants and loans and also policing of limits.

On the final point, although the Royal Navy does a good job, I feel very strongly that the civilian policing of fisheries would be much more effective than the Royal Navy in as much that it would be more economic, not needing all the facilities and also a vessel needs to be developed. On the international aspect of fishing, I would envisage an Assembly Minister responsible for fishing, working along with the Minister for Trade and Fisheries, so that Scotland's own peculiar problems could be fully represented.

If on the other hand, we eventually presented a weak Assembly I would be inclined to favour the strong one. It is my own belief, however, that we should adopt a much more radical approach to devolution than we have to date.

I have known the industry long enough to realise there are conflicting interests.

FN Within the UK itself we have certain conflicts, e.g. Cornish mackerel fishery — do you think that coastal preference should be given to local fleets?

BS Obviously there are arguments on both sides, but in some ways this is an acute manifestation of the problems the industry has been going through. I would hope that if we get a satisfactory new Common Fisheries Policy then we might develop a machinery to prevent such local problems becoming so acute.

These problems occurred as a result of depletion of stocks in other areas with a consequent diversion of fishing effort. Many fingers have been pointed to accuse certain factions of the industry for bad management and over-fishing, but I feel in some ways that the Cornish situation has been overplayed. The basic fact of life that is still with us is that men invested their life savings and were encouraged to do so by Government only to find that the traditional fishing was uneconomic on a 12-month basis. Obviously, they had to look elsewhere to maintain their operation. Nonetheless, I sympathise with fishermen in Cornwall and as I have said, we need some machinery to deal with this.

We are faced with a slightly different situation where shellfish are involved. For example Orkney, where the local industry has been built up to cater for a local fleet harvesting a species which spends 12 months of the year within the local area. This could be an area where local preference is justified.

strong Assembly and effective de-centralisation to combat the over-centralisation we have experienced in the last 50 years. Myself, along with members of other parties in Scotland, have recently formed a group to study and promote the benefits of a strong Assembly. Without this I fear greatly for the break-up of the UK.

FN Do you see a decline in the UK fleet in the next 10 years?

BS There are bound to be changes and the industry should be ready to face the new national and international situation. Already fishermen have built vessels which are more flexible and, therefore, have taken a lead in this respect. We have an extremely successful inshore fleet which deserves every encouragement.

I am proposing that in the UK we adopt a policy of backing success as opposed to certain recent actions in other industries which have had the effect of spending good money after bad.

FN How do you view the future of NEAFC?

BS In the form it has been known, it has been superseded. However, I would fight strongly for it, or something like it, to be retained basically as a forum for scientists from all countries to discuss and decide on total allowable catches as opposed to quotas.

Quota control itself is extremely complex with all sides being suspicious that the records catch levels are inaccurate. Possibly the only effective control by quotas is ensuring that all catches taken from a certain area are landed within the ports of that coast. This may not be a practical proposition but just illustrates my fears on effective quota management. That is why I favour a licensing system based on individual vessels.

FN In the event of a Conservative Government being returned to power, what change do you see in Government attitude and thinking on the fishing industry?

BS I would like to answer this question in two separate sections. Firstly, I feel that we could achieve much more at Brussels as we are accepted as committed Europeans, in contrast to the suspicions which are prevalent at this time to the present Government's attitude to the EEC in general. An anti-EEC attitude can damage our case in negotiations making each issue a major battle.

STAITHES MAN RECALLS When a lobster cost 5p



Matthew Verrill first went to sea full time from Staithes in 1928.

I feel there is more chance of winning if the people we are negotiating with have much less suspicion and are sure of our commitment to Europe. We would not necessarily find it any easier on individual arrangements, but I am confident that we could fare much better on the fundamental issue, such as the basic renegotiation of the CFP.

Secondly, I am encouraged that the Conservative Party today is much more aware of the importance of the fishing industry. It could be argued that the Party has come round to this as a result of the loss of MPs in fishing constituencies. But it is still a fact that more MPs in the Conservative Party than any other Party represent constituencies with fishing interests.

I also feel that our leadership has a much better understanding of the fishing industry as a result of this message getting through. Our present Shadow Foreign Secretary has certainly a real appreciation of the problems and the needs of the industry.

Looking back to 1970, we could criticise the original members of the EEC for introducing a Common Fisheries Policy at the eleventh hour and we have now seen the development of a 12-mile international regime to a 200-mile regime. Therefore, it is logical and right that we should fight for this greater control even within the market. In addition to the industry, I am sure, understands that our policy on taxation recognises the need for incentive. This encourages the development of the industry in all its sections.

STAITHES fishermen, Matthew Verrill, has resigned after serving for 38 years as a member of the Yorkshire port's harbour commissioners.

Mr. Verrill, who comes from a long-established fishing family, first went to sea full time in 1928 in the cable *Star of Hope*. Also aboard were his brother, the late Richard Verrill, and his father, the late Matthew Verrill.

At that time there were about a dozen cobbles fishing from Staithes and *Star of Hope* was one of several motor driven cobbles built in the village.

Mr. Verrill told *Fishing News* about the changes in the pattern of fishing from Staithes.

When he was a child cobbles still worked under sail. He remembers that, in 1922, the big cable *Mizpah* was the first to be fitted with an engine. This was a Kelvin petrol-paraffin unit of about 12 hp.

During the 1920's several cobbles worked herring drift nets, in addition to long lines, crab and lobster pots.

All fishing gear had to be hauled by hand and, in 1951, *Star of Hope* was the first cable in the village to be fitted with a hydraulically-driven pot and line hauler.

During the early years following the last war, *Star of Hope* was the only cable

fishing full time from Staithes. Sadly, she was smashed to pieces in the harbour during a freak storm which hit the east coast early in 1963.

Since that time Mr. Verrill has worked with a number of cobbles. His most recent command was another *Star of Hope* which was built at Amble in the early 1960s.

An important innovation in recent years, Mr. Verrill thinks, has been the introduction of synthetic materials for fishing gear.

Lines and pot ropes made from hemp or sial had to be boiled in cutch in big coppers to prevent them from rotting. The tarred twine used for braiding pots was so harsh on the hands it had to be softened with a piece of fat bacon to make it easier to work with.

Mr. Verrill has also seen a colossal increase in the price of fish. Even as recently as two or three years ago lobsters earned £1-a-pound. Now, they are selling for £3.42. Before the last war they were sold for one shilling (5p) each.

One of the most significant developments in Staithes now is the introduction of trammel netting for white fish.

Mr. Verrill says this is spreading up and down the Yorkshire coast and will probably supersede line fishing. This would do away with the tedious and costly job of baiting lines. Gloria Wilson.

Co-op plan hit

BERWICK Upon Tweed Borough Council has turned down a planning application to establish a new fish processing factory in the Border town.

Tweed Seafoods Ltd. applied to the council to change the use of buildings at Mill Strand. One of the principles of the company, Brian Douglas, explained that it was intended to establish the plant and form a fishermen's co-operative involving men from the ports of Burnmouth, St. Abb's, Berwick-Upon-

Tweed and Holy Island. The company claims that the factory would create much-needed employment for the town and that, if the plans did not go ahead, there would be no possibility of any local fishing expansion.

It is further claimed that objections to the siting of the plant in a residential area were refused as there are already two companies carrying out fish processing in residential parts of the town. The company is considering an appeal.

Survival course at port

A SURVIVAL at sea course for fishermen is to be set up in Aberdeen later this year.

It will be open to new recruits to the port's trawling industry and to fishermen taking up-gradings courses to qualify as skipper, mate, second fisherman, chief, second and trainee engineer and cook.

The two-day course will have full approval of the Department of Trade and Fisheries and will be run under the auspices of Aberdeen Technical College, with which the school of navigation is shortly to be incorporated.

Aberdeen Fishing Vessel Owners' Association (AFVOA) is to supply most of the equipment used on the course.

William Cowie, training

and recruitment officer with AFVOA, told *Fishing News* that along with other trawling ports Aberdeen is starting survival courses now, before they become compulsory.

Also in the pipeline is a four-day survival at sea course for trawler officers and crew. Mr. Cowie went on to say that Aberdeen trawler owners are training and safety conscious.

A Port Safety Committee, comprising members of the fishing industry, the Trawler Officers' Guild, union officials and representatives of the Department of Trade meets regularly to discuss safety on board fishing vessels.

The committee probes accidents and looks for ways of avoiding them in the future.

In association with the

DoT, the AFVOA is trying out various makes of buoyancy suit to see if they are comfortable enough for wearing while working on deck.

The suits are designed to keep a man afloat and to combat hypothermia in the water. A number of fishermen are wearing them while doing their normal work on deck. Reports on the comfort and wearing qualities of the suits are being made to the DoT.

Safety officer with the AFVOA, Mr. A. Innes, makes regular checks on trawlers, between their DoT surveys, to ensure that safety and fire-fighting equipment is up to standard.

The AFVOA has been running a pre-sea training course for entrants to the fishing industry for about ten years

and every recruit receives safety and fire-fighting training during the course.

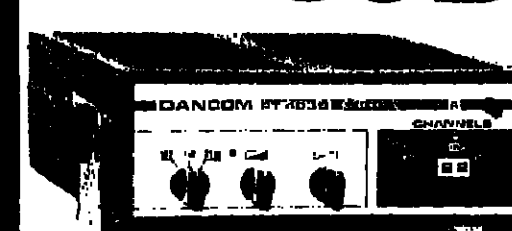
In addition, the association has just introduced a three-year training course for apprentice engineers. The first students to enrol for the course are now gaining experience at sea before starting a college course in September.

Trawler owners are now more than ever concerned to give the industry a better image and are now building up well qualified personnel.

Because of competition from oil-related industries many of the new recruits are being drawn from outside Aberdeen, but Mr. Cowie says the trawling industry can offer youngsters a good job security.

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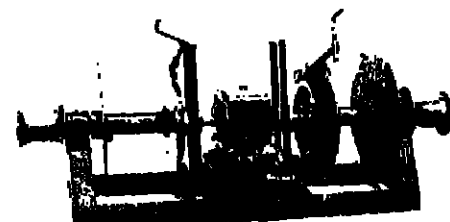


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